



THE CITY OF SAN DIEGO
MANAGER'S REPORT

DATE ISSUED: November 12, 2004

REPORT NO. 04-250

ATTENTION: Public Safety and Neighborhood Services Committee
Agenda of November 17, 2004

SUBJECT: Police Motorcycle Fleet Selection and Replacement

SUMMARY

THIS IS AN INFORMATION ITEM ONLY. NO ACTION IS REQUIRED ON THE PART OF THE COMMITTEE OR THE CITY COUNCIL.

BACKGROUND

The San Diego Police Department currently operates a fleet of seventy-two (72) Kawasaki Police Motorcycles. Fifty-one (51) of these motorcycles are assigned to members of the Motors Unit, including two (2) BMW and two (2) Harley Davidson Test Motorcycles. The other twenty-one (21) Kawasaki motorcycles are used for spares and the Motorcycle Training Academy.

In December 2000, the San Diego Police Department initiated an extensive evaluation on three brands of police motorcycles – Kawasaki, BMW and Harley Davidson. After two years of field service testing, the Department developed a solid database for a detailed specification to launch a Request for Proposal (RFP) process in July 2004. It was at this time that Kawasaki Motors Corporation announced they would no longer produce a police motorcycle and Honda introduced their new ST1100 police model.

The Police Motorcycle RFP process was initiated with a pre-conference with prospective bidders from BMW and Harley Davidson vendors. With the introduction of the Honda ST1100 Police Motorcycle into the market, the local Honda motorcycle dealers were afforded the opportunity to submit proposals. Minor adjustments were made based on input during the pre-bid conference and a final addendum was provided in mid July.

Proposals were received from A&S BMW, Huntington Honda, and San Diego Harley Davidson. Detailed evaluations for each proposal were completed for technical specifications, mission and safety capabilities, and price and financing options. Based on the evaluations, BMW and Honda were asked for a “best and final” offer.

DISCUSSION

The purpose of this report is to provide insight regarding the evaluation and selection of police motorcycles for the San Diego Police Department.

On an annual basis, a police motorcycle averages 10-12,000 miles per year, per motorcycle. The average life cycle of a police motorcycle is six (6) years and/or 60,000 miles. The Department’s fleet of 72 motorcycles now averages 56,346 miles, with 38 motorcycles in excess of 60,000 miles. In addition, the elimination of police production motorcycles from Kawasaki will now limit the Department’s ability to maintain this fleet beyond 2006 due to parts availability and limited manufacturer support. These factors necessitated the need to look for alternative vendors of police motorcycles.

The Department analyzed this information and selected the BMW R1150 RT-P motorcycle from A&S BMW of Sacramento, California. This dealer provides police motorcycles to the California Highway Patrol and many other law enforcement agencies throughout the state. On the local level, Brattin BMW of San Diego will support the police motorcycles with parts and warranty service on a priority basis.

The BMW R1150 RT-P motorcycle has several advantages over its competitors:

- Officer acceptance
- Low life cycle costs
- Meets all SDPD safety requirements
- Local operator and technician training
- Tools and test equipment provided by BMW
- Priority of warranty work by local dealer
- Proven turn-key and National reputation
- Dual battery electrical system
- Anti-lock brakes
- 39 month unlimited mileage warranty

The Police Motorcycle Training Staff feel very confident that they can train and field motor officers that are safe and fully mission capable with this motorcycle in a relatively short time frame.

The cost of each BMW police motorcycle is \$18,800, with the total expense to replace and equip the entire fleet set at approximately \$1.23 million. The Department is currently exploring funding options, including grant opportunities from the California State Office of Traffic Safety (OTS).

Respectfully submitted,

Reviewed by:

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